

# REPORT of SURVEY for REPAIRS, &c.

(Received 21st April 1875)

No. in Reg. Book. **No 2292** Survey held at **Papast** Date, first Survey **8th Feb** Last Survey **18th April** 18**75**  
 on the **Iron Ship "Star of Erin"** Master **J. Mills**  
 Tonnage under Tonnage Deck **919.28** Built at **Papast** When built **1862** MONTH **10th**  
 Ditto of Spar Deck, or Awning Deck **29.77** Owners **Comy & Co** Port belonging to **Papast**  
 Ditto of Poop, or Raised Qr. Dk. **29.77** Residence **Papast**  
 Ditto of Houses on Deck **918.55** By whom built **Harland & Wolff** Destined Voyage **Calcutta**  
 Gross Tonnage **918.55** ☒ Surveyed Afloat or in Dry Dock **Afloat**  
 Crew Space, as per Rule **918.55**  
 Register Tonnage, cut on Beam **918.55**  
 Engine Room **918.55**  
 Reg. Tons as Stater, cut on Beam

Length of Poop **ft.** Ditto, Forecastle **20' 0"** ft. Ditto, Raised Quarter Deck **42' 6"** ft. Years assigned. **11.44** Character in Register Book. **\*A. 1.**  
 Last Survey, No. **13598** Port **Iron** **P.P. No 3.44.**

REPAIRS, OR EXAMINATION AS PER RULE **Wrough damage sustained by stress of weather while on a voyage from London to Calcutta, on 11th December 1874. Now done. The Cargo in way of all three masts cleared away and the mast steps on keelson renewed; the main mast renewed of iron, length 49' 6", dia at partners 24", plates 3/4" x 1/2" thick, angles 3 1/2" x 3/4"; mizen mast renewed of iron, length 41' 9", dia at partners 22", plates 3/4" x 1/2", angles 3 1/2" x 3/4"; the fore mast and bowsprit, unshipped, repaired and re-fitted, with all the other masts and spars renewed; also the rigging throughout renewed. The decks in several places repaired, and a cadence throughout. The main & top gallant bulwarks & rails repaired. The deck house rebuilt. Two boats replaced & one repaired. One 12" iron line, one 10" hank & one 6" warp replaced, and the vessel above the water line repainted.**

Present Condition of the	<b>Not Good</b>	<b>Right</b>	<b>When</b>	<b>Good</b>	<b>Windlass and Capstan</b>	<b>Good</b>
Decks	<b>Not Good</b>	<b>Treenails</b>	<b>When</b>	<b>Good</b>	<b>Pumps</b>	<b>Good &amp; sufficient</b>
Waterways	<b>d</b>	<b>Breasthooks and Stems</b>	<b>d</b>	<b>d</b>	<b>Boats</b>	<b>Four &amp; good</b>
Comings	<b>d</b>	<b>Transoms, Pointers, and Crutches</b>	<b>d</b>	<b>d</b>	<b>Masts, Yards, &amp;c.</b>	<b>Good &amp; sufficient</b>
Upper Deck Beams & Fastenings	<b>d</b>	<b>Timbers of the Frame at the openings</b>	<b>d</b>	<b>d</b>	<b>Condition, how ascertained</b>	<b>Examined</b>
Lower Deck Beams & Fastenings	<b>d</b>	<b>Ditto Ditto at other places</b>	<b>d</b>	<b>d</b>	<b>Sails</b>	<b>Two sub &amp; good</b>
Planksheers	<b>d</b>	<b>Keelsons</b>	<b>d</b>	<b>d</b>	<b>Anchors</b>	<b>No. of 30. 14. 14</b>
Sheerstrakes	<b>d</b>	<b>Clamps and Shells</b>	<b>d</b>	<b>d</b>	<b>Cables</b>	<b>Good</b>
Topsides	<b>d</b>	<b>Ceiling</b>	<b>d</b>	<b>d</b>	<b>Hawsers and Warps</b>	<b>and</b>
Wales	<b>d</b>	<b>Rudder</b>	<b>d</b>	<b>d</b>	<b>Standing &amp; Running Rigging</b>	<b>sufficient</b>
Plank (Bottom) and Counter	<b>d</b>	<b>Copper</b>	<b>When put on</b>	<b>d</b>	<b>Scuppers</b>	<b>good</b>
Engine Room Skylights	<b>d</b>	<b>Caulking of</b>	<b>Good</b>	<b>d</b>	<b>Cargo and Main Hatchways</b>	<b>good</b>
General Observations, Opinion as to Class, &c.	<b>Bottom, Deck, &amp; Waterways</b>					

**This vessel now appears in a good and efficient condition, fit for the safe conveyance of dry and perishable goods to and from all parts of the world. She is in my opinion eligible to remain as at present classed.**

The Amount of Entry Fee **£ 2 : 0 : 0** received by me, **James M. Neil**  
 Certificate (if required) **£ 5 : 5 : 0** April 1875  
 (Travelling Expenses, if any, £ **0**)  
 Committee's Minute **23rd April** 18**75**  
 Character assigned **A. 1.**

**James M. Neil**  
 Surveyor to Lloyd's Register of British and Foreign Shipping.